Task 16.7.2 Construction Laydown Areas.

2.0	**Laydown Areas**
2.1	Working with the Segment Designers, develop required construction laydown and staging areas requirements for the constructors.
2.2	Identify potential sites for construction laydown areas
2.3	Prepare Summary Report for Construction laydown Requirements and Identify Proposed Sites

Summary Report:

Construction laydown requirements and availability have been evaluated along the corridor. The intent of the evaluation was to determine if sufficient laydown areas are available to the Contractors along the corridor to construct the transit project.

Requirements

It is anticipated that each contractor will require at least one sizeable piece of land for his main laydown area and field offices. Ideally this main laydown area should be 5 acres or more. In addition it is anticipated that each contractor will require a number of smaller parcels of land along the corridor close to the work for additional staging for support work such as tying of rebar cages for drilled shafts and columns, storage of materials and equipment, etc.

Temporary laydown space in the proximity of the stations is also considered essential for construction of the stations.

Lastly it is anticipated that each contractor will require a precasting facility to precast the superstructure and possibly substructure and station elements. However it is less critical that the site for the casting facility be in the immediate are of the project as trucking segments to the jobsite is normal practice and a site several miles from the jobsite is typically not an issue. Consideration must be given when choosing a site for the casting facility for haul route to the project site and any special permits that may be required.

Possible Sites for Laydown

A listing of some possible laydown sites that have been identified is attached. Please refer to Sheets 1thru 10 of the Ref site maps using the Projectsolve link below.

(Ref Site maps at following High-Capacity Transit Corridor Project Project Site☺
Please check out this item in the Honolulu Honolulu High-Capacity Transit Corridor Project/ PE/ EIS Team Working Folder/ Work Breakdown Structure (WBS)/ 16.0 Architectural and Engineering Design Services/ 16.0700 Constructability Assurance of PE Design/ 16.7.2 Laydown Areas/ Laydown Areas/ PDFs
https://www.projectsolve2.com/eRoom/PBHonolulu/HonoluluTransit/0_552ad

Each site was evaluated based on the following criteria:
Size
Ownership
Ceded Land (to be avoided)
Proximity to transit corridor

Proximity to nearest station
Road access
Possible water access
Zoning surrounding neighborhood
Current use
Buildings on site
Paved
Demo required
Hazmat probability

Using those criteria the possible sites identified were then rated and color coded based on level of desirability as follows.
Pink: high interest
Yellow: moderate interest
White: low level of interest.

The preferred approach is for the contractors to be required to identify properties that suit their own special requirements for laydown and to make their own commercial arrangements with property owners.

The attached list of possible sites is not considered to be a complete list of all areas that may be available for laydown. Nor is it intended to indicate that these areas are currently available and no contact has been made to property owners with regard to considering temporary construction easements for laydown yards or construction work zones. The sole purpose of the evaluation was to identify if possible sites existed and if it was reasonable to require the contractors to independently find laydown areas on their own sufficient to enable the Project to be constructed.

Conclusions

The conclusion from this evaluation is that for the initial construction segments and particularly for segments B and C that there is an adequate availability of laydown areas that could be used for contractor laydown and there is no need for the Project to acquire properties for construction laydown for those segments. There is also no need for the Project to consider acquiring property for a casting facility for those segments or indeed for subsequent segments.

Closer to downtown, as might be expected, land availability is much reduced and further consideration is recommended to look into securing properties along the corridor that will allow the contractors reasonable construction staging. Since real estate use can change significantly in a relatively short period of time, it is recommended that the Project re-evaluate at a later date closer to when these construction packages may be issued for construction.

Lastly it is considered critical that the Project secure sufficient areas in the vicinity of the stations to allow these structures to be constructed. Laydown sites adjacent to stations whenever possible are ideal. For elevated stations a minimum of 30 feet or better beyond the station footprint should be considered for crane picks, material delivery and temporary storage of materials and equipment. For those locations, the Contractor has no option to seek alternative sites and it is therefore incumbent on the Project to secure sufficient construction areas to allow the work to be prosecuted.

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